

CIVIC IMPROVEMENT SHOULD BE PLANNED CONSISTENTLY

HENRY BRINKMEYER, JR., SAYS

Public Works Department, Naval Operating Base, Hampton Roads, Norfolk, Va., February 14, 1920.

Editor of the Journal-Miner:

Sir: I have been watching the growth of the civic improvement spirit in Prescott, as outlined and discussed in the columns of the "Journal-Miner," with keen interest and the crystallization of this spirit into final action is, to put it mildly, very gratifying.

The editorial in the February 3, 1920, issue of the "Journal-Miner" strikes the keynote of a matter that should not be given an opportunity to rest and upon which especial emphasis and pressure should be brought to bear, that is, the adoption of a constructive and well developed system of improvement and a plan of procedure. The development and improvement of a small section of the city should not be allowed to overshadow the primary and ultimate object to be obtained, namely, the improvement of the city as a whole. The improvements which are about to be made will be handed down to coming generations either as an heritage to be praised or condemned. Praise can be taken graciously and costs nothing; condemnation brought about through the pursuit of a shortsighted, penurious and immaturely developed policy savors much of eating crow, and posterity would be called upon for a large outlay of funds to correct the mistakes of their forbears. Prescott has wonderful basic advantages to start out with on an aggressive improvement campaign with its wide, straight streets, and praiseworthy results can be easily obtained providing the right foot is placed foremost.

I was much chagrined at the policy adopted by the property holders on South Pleasant street in voting to adhere to the curb lines established on the northern section of that street after the fact had been developed that a mistake had been made in laying out this curbing. The timeworn adage that two wrongs can never make a right still holds. The cost of recurring now, before the pavement is laid, will be considerably less than in the future and the cost of recurring is almost negligible compared to that of pavement. The pursuit of a policy such as that displayed in regard to the curbing on South Pleasant street leads to considerable doubt as to the ultimate result to be attained in the improvements, showing as it does a lack of foresight, constructive thinking, and consideration of basic principles in the development of a civic policy which involves not only the expenditure of a considerable sum of money, but touches upon a far deeper matter—the establishment of a precedent based upon whimsical and fanciful reasons rather than on a well defined and formulated system of future development. The growth of a few saplings, past mistakes, and similar illogical considerations should be eliminated in decisions regarding alignment, widths of streets, etc. The pursuit of such a policy, as stated in the editorial mentioned above, will lead into difficulty after difficulty; property holders on each street or section of street will demand the privilege of formulating the policy for their particular unit, and the people of Prescott will have imposed upon them the caprices and fancies of all manner of construction. Prescott's ultimate appearance will be that of a crazy patchwork quilt and not that of a well laid out and developed city as it has every right to be. The future correction of mistakes such as are about to be made, if the present policy is pursued, can only be made at considerable additional expense.

How can the adoption of such policies as those displayed in the case of South Pleasant street be circumvented and precluded, in order that the ultimate result may not be a patchwork of alleys, boulevards and streets of varying widths, alignment, parking spaces, etc., in an otherwise well laid out city? There is to my mind but one reason: Employ a competent municipal engineer, either in an active or consulting capacity (preferably the former) and pay him an adequate salary to develop several alternative constructive plans not only for present improvements, but for improvements that will necessarily follow in the future. Certainly, in view of the improvements to be made now and in the future in water supply, distribution, sewage collection and disposal, lighting, paving, etc., necessitating as they do the expenditure of a considerable sum of money, the procurement of a technically trained engineer with special experience in municipal work, is not to be reckoned as an unnecessary refinement, but as a necessity which should be demanded by all progressive citizens. Adequate engineering services are the cheapest of the commodities

entering into construction work, and the services of such a man would pay for themselves many times over. I do not wish to be construed by the above as casting any aspersions on local engineers in any respect; my plea is based upon the opinion that no comprehensive system for the improvement of the city as a whole rather than as a number of segregated groups, has been prepared and submitted to the citizens.

I was painfully surprised at the statement accredited to the mayor in your columns of February 3, 1920, in which the opinion was expressed, presumably by him, that engineers of ability for properly supervising the comprehensive development of civic improvements such as I understand will ultimately be carried out by the city of Prescott should not be paid the enormous salary of \$300 per month. I am entirely in sympathy with the opinion expressed by Councilman Byers that the city would certainly not want a cheaper man. The salary of \$300 per month is not a very munificent one for good men at the present day, although I am of the opinion that the services of a competent engineer with municipal planning and improvement experience could be procured for somewhere near that figure. The most important thing is that the services of such a man should be obtained and at once. I might ask at this point who was employed to lay out and supervise the construction of the Hassayampa Country club golf links? Was this man a lawyer, merchant, engineer, banker, carpenter, brickmason? No, he was a man of wide experience in golf link construction, and the further question might be asked, do the results of his employment justify the procurement of his services? Certainly, from what I have read in the "Journal-Miner" relative to the links, they do. Is it illogical then to call for a man trained and skilled in municipal work when there is infinitely more at stake in cost, results and innumerable other considerations? How many citizens either in committee group or in mass assembly are qualified to make decisions on such simple but vitally important questions in municipal constructions as: whether it is advisable to place manholes or sanitary sewers every block or every three blocks; whether it is advisable to lay a crowned pavement on a flat or crowned subgrade; what system of surface drainage is the most satisfactory and economical under conditions similar to those in Prescott; where should valves be placed on the new water mains for accessibility and efficiency; what considerations should be sought relative to the profile of a water main and its depth below the surface. Arbitrary decisions regarding such matters in conjunction with width, parking space, alignment, type, etc., lead to the establishment of vicious precedents resulting in confusion, dissatisfaction and poor results in general. The policy at this time when civic improvement is in its infancy should be constructive, not obstructive, and a well developed plan of improvement and construction based upon study by an expert in such matters should be adopted in order that the desired results may be obtained with the minimum cost and to the general satisfaction of all. The functions of the citizens relative to the improvements finally adopted would be infinitely better served through criticism of plans submitted by an expert familiar with the good and bad points brought out in similar cases in other municipalities, than they would be by having the citizens as a whole or as a group develop such plans.

I strongly urge again that the most important consideration before the citizens of Prescott is the obtaining of a first class municipal engineer, and emphasis should be made that political considerations, affiliations, friendship, etc., should have no influence in the selection, merit, ability and experience in municipal work as determined by past records and references should decide. I have noted that your paper is very favorable regarding results to be obtained by advertisement and would suggest that if it is decided to obtain such a man that advertisements be placed in such technical journals as Engineering News-Record, Mining Journal, Chemical Engineer, and that the American Association of Engineers be communicated with.

I am not an expert in municipal work and can accordingly deal largely only in generalities; there are however several small matters in regard to such construction which are so evident as to be almost axiomatic, and may not be out of place here. It should be strongly emphasized and urged that no permanent improvements in the way of sub-surface construction, such as water distribution, sewage collection and lighting systems be undertaken until a definite and comprehensive system for the work contemplated had been prepared for study, criticism and approval. There is no more certain way of courting serious trouble than by proceeding with a hit and miss system of sub-surface work and imposing thereon a permanent type of pavement. Further in laying a crowned subgrade in order to obtain a uniform thickness at shoulders and curbs.

In conclusion I wish to make a plea against the excessive width of pavement contemplated by the residents of South Pleasant street. A 58 foot strip of pavement between curbs is not only unreasonable, but extravagant for a residential section of a city. Cities 20 times as large as Prescott cannot afford such pavements in their residential sections, but if Prescott has the money I would strongly advise increasing the depth and cutting the width of pavement. Such a pavement as voted for on South Pleasant street, especially without the adequate relief of sufficient parking space between the curb and sidewalk would not only be more serviceable but certainly less beautiful than a smaller width of pavement with proper relief of adequate parking space at the sides. The usual practice as was stated by the Warren company's representative from Phoenix, is a pavement of 30 to 35 feet between curbs, with provision for relief at the side of each curb for good parking space. Hedges, shade trees, grass, etc., can be planted in these spaces and it is not necessary to allow them to be cluttered up with a growth of weeds, etc., providing the residents have sufficient pride to maintain it as a portion of their yards. I would certainly say that a 40 foot pavement between curbs would be more than adequate in the residential section of Prescott when it is considered that such a width or even less usually accommodates two street car lines in addition to other traffic. Washington, D. C., is one of the most model cities in all respects and I would invite your attention to its pavements.

I have taken the liberty herein of expressing myself very freely upon this matter and sincerely trust that I will not be misunderstood by either yourself or such citizens as may become acquainted with my attitude. My criticisms are entirely friendly and are made with the full confidence that the citizens of Prescott are in the civic improvement work for the best results. I am a native of Prescott and have a strong attachment for the home town. It is my intention to return to Prescott in the future and become a property holder and taxpayer. Lastly, I am an engineer by training, education and several years' actual practice. I believe these brief items will justify my attitude.

I hope you may be able to bring at least of the points made in this discussion before progressive and aggressive citizens for consideration if you deem them worthy of such consideration.

Yours very truly,
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Lieutenant Civil Engineering Corps,
United States Navy.

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SLIGHT MISTAKE COSTS YOUTH SIXTY DAYS

(From Sunday's Daily.)

"My mistake, judge," John McWharton, who on February 10 stole a saddle, bridle and blanket from M. C. Smith of Seligman, had been brought back from Deming, New Mexico, arraigned, given an opportunity to plead, and was sentenced to 60 days at hard labor for petit larceny by 4 o'clock yesterday afternoon. It was rapid work.

"I am the guilty man," McWharton said, and he showed his 22 years as he said it, in answer to the court's question. "Why did I do it? It looked like I could get away with it," he said.

McWharton told Judge Sweeney that he had served in the United States army, was assigned to the remount service, where he broke horses, and was given an excellent character on his discharge. He had been made a sergeant, and was discharged as of that grade. The court asked if he thought he would give up to wild impulses again. He said he would not, and the hand of the law thereupon fell lightly.

13 DIE IN MEXICO WRECK

LAREDO, Feb. 21.—Thirteen persons were killed and a score injured, according to the Mexico City newspaper "Excelsior" when a passenger train en route from Jalapa to Vera Cruz ran into the rear of another train preceding it last Wednesday.

Give the Journal-Miner job department your order for all kinds of printed stationery—calling cards, business cards, letterheads, envelopes.

AFTERMATH OF BIGGEST DOWNPOUR IN COUNTY FROM MANY ANGLES

(From Tuesday's Daily.)

It is freely admitted by the oldest residents that the recent storms which ended yesterday morning at an early hour were without a parallel in this section in over a quarter of a century, so far as flood waters and damage in all sections are to be measured. There are many localities to be heard from, but below is given a brief review of the situation so far as it could be ascertained yesterday from various sources.

S. F. P. & P. Territory

The railroad bridge across Lynx creek in Agua Fria valley went out Sunday morning, shutting out train service to Dewey, Humboldt, Mayer and Crown King. Yesterday transferring was resorted to and traffic on a slow schedule was resumed. The roadbed was reported soft and precaution was necessary in handling trains.

Sunday morning six lens of the long bridge across Granite creek, about eight miles north of Prescott, were carried down stream, shutting out communication to the north. Yesterday a stub was run from Prescott to that point and passengers transferred going and coming. A big bridge crew is now employed at that point and it is expected that today through traffic to the main line will be resumed. Eye witnesses of the flood scene stated yesterday that Granite creek was a spectacular sight, nearly half a mile wide, and the water was running from two to as high as ten feet deep and there was no doubt the high water mark of its history was reached.

The divisions south from Prescott to Phoenix, and along the A. & C. were cleared of slides and washouts yesterday and through trains on a slow schedule were running.

During all of the storm the track has been open to the north from Jerome Junction to Ash Fork, but passengers on the main line of the Santa Fe coming west to Prescott were sent to Cadiz and thence over the A. & C. via Parker to Prescott, owing to Willow and Granite creeks not being passable.

Sunday night a high slide occurred on the Verde Valley road near Clarkdale, shutting down traffic from Cedar Glade for all terminal places.

Along Granite Creek

South Granite street where it intersects the stream was inundated for quite a distance, the water reaching the old log house occupied by Van Reichard and on the opposite side of the street flooding lots owned by A. A. Johns. The water was about to cut a new channel through that thoroughfare, but fortunately began to recede, thereby averting what would have been heavy loss to valuable property clear to the railroad bridge of over four blocks in length. It was believed at one time during the high water that with a continuation of the flood for half an hour the scene would have been one of havoc and great loss.

The footbridge on West Willis street spanning Granite creek was undermined on the west approach for about 15 feet in length and rendered useless for pedestrians. The frame structure still stands on its two concrete pillars.

Further to the north where the flows from Miller and Potts creeks empty into Granite creek the latter was formed into a double channel owing to the volume of the flood waters, and the bed of the creek was materially widened to the north and the soil regions were licked away.

Near Whipple the water main was snapped in two by the terrific pressure that reached to be rock, where the pipe was laid.

The flat country lying just across the creek where the wagon road crosses was melted away as the water rose to the highest elevation ever known, and a new route will be rebuilt in that zone.

The concrete dam at Lake Watson held up during all of the storm, water running over the entire 86 foot high structure from 5 to 12 feet in depth for over 48 hours. Yesterday afternoon the overflow continued normal at about four feet over the top.

The county highway from Prescott to Copper Basin near the summit of Copper Basin was wiped out in many places, and cannot be negotiated by any class of vehicle. Horseback traveling also is disagreeable as deep ravines are everywhere. Cultivators were snapped in two, and never in its history has this route been so badly damaged.

Willow Creek

Sunday evening last and of yesterday Willow creek at the Brunt ranch presented a strange spectacle, five feet of water flowing from bank to bank. The two approaches to the concrete apron across the stream were undermined and a wide chasm of nearly four feet in depth had been created. Communication to Mint, Williamson and other communities along that route is entirely suspended.

This creek overflowed at the B. B. Dolly ranch, washing away a large acreage of the most valuable cultivated soil, and also did some damage to buildings. The flood water reached the highest mark ever known at that point and occasioned alarm that other buildings might be damaged. The loss is heavy.

Agua Fria

The county bridge across the Agua Fria river near Dewey was undermined from both approaches and is now high and dry, the route being closed into Verde valley.

Humboldt-Mayer

It was reported that the new bridge across the arroyo at Humboldt was swept away, being recently finished at quite a heavy cost. The wagon road to Mayer from that place is completely wiped out.

Lake Resort Gone

It was reported yesterday that Lake Mary, near Flagstaff, had been totally destroyed, this resort being one of the most popular in the state during summer months for boating, hunting and fishing.

COUNTY SURVEY FOR S. A. IS INITIATED

(From Sunday's Daily.)

Division of the task of finding out what ails Yavapai county was effected by Chairman John J. Sweeney of the advisory committee of the Salvation Army at an informal conference in his chambers last evening. Policies were discussed, and the work apportioned so that within a short time a complete survey of conditions may be submitted to experts in the national organization for study and diagnosis.

It was decided to give each member of the committee a certain phase of the subject for study, and to permit each member as many and what assistants he or she liked.

The work is divided about as follows:

Poverty, Pauperism—Mrs. Nathan Levy, head of the Associated Charities.
Unemployment—Not assigned.
Juvenile Delinquency—Ben Powers, County probation officer.
Legitimacy—Dr. H. T. Southworth, county physician.
Maternity Hospital—Dr. Southworth.
Prisons—Unassigned.
Americanization—Superintendent S. H. Martin, city schools.
Children's Homes—Grace M. Sparkes, secretary of the chamber of commerce.
Soldiers and Sailors—J. Abbott, member American Legion.

A special department covering the poorer Mexican population was given to Mrs. Inez McDowell, who has done some work along these lines already. Judge Sweeney remarked that he personally kept pretty close track of the men and women sentenced to prison from this county, and would be able to report on same.

The unemployment situation may be aided materially for some classes of labor by the expansion of work at the Public Health Service hospital, which is requiring more and more men and women. It was learned yesterday that William Steed, adjutant of the local post of the American Legion, had been tendered the position of supervisor of vocational training for this district, and he will, if he accepts, be able to do much to find jobs for ex-service men.

MUST PUT UP MONEY

WASHINGTON, Feb. 21.—Congress will have to appropriate funds for reconditioning the 34 German liners, Chairman Payne of the shipping board said today, if the controversy over the proposed sale of the ships results in the passage of a bill requiring the United States to repair and maintain them.

WHEEL-UP GO FARES

VIENNA, Feb. 19.—The city authorities have granted an increase in taxicab and public carriage fares amounting to 15 times the previous rates.

HOLES AND ALL

ETREKA, Cal., Feb. 21.—Humboldt county, Cal., Swiss cheese has been shipped to Switzerland, where it is having a ready sale, according to the Central California Creameries.

Society

Society, which had been venturing to express itself in functions of every sort by reason of the excellent weather and the mild winter, was crushed and pained during the week by the inroads of the rain, a smattering of influenza and other little disorders. Many parties were postponed on account of conditions.

One of the largest Sunday horseback parties in months had been arranged for today, and old and young were selecting mounts and planning lunches for a day in the open. Fine weather—weather at which no pleasure resorter could complain—had encouraged the good people to prepare for a wonderful Sunday.

Golf parties by the score, together with a formal match between Verde Valley players an members of the Hassayampa Country club, were to have been played yesterday and today, but that is all gone by-bye.

MRS. MAUD L. BALDWIN MOTIF FOR LUNCHEON

Mrs. Maud L. Baldwin was the incentive for a Bridge luncheon at the Yavapai club given by Mrs. R. J. Roper and Mrs. Fen Hildreth, on Thursday, February 19.

A huge bowl of violets and frites adorned the center of the table and dainty place cards and nut baskets of lavender and white helped to carry out the color scheme.

After the luncheon, the party proceeded to the home of Mrs. Hildreth, where Bridge was played. The prize winners were Mrs. McDowell, for high score, low score to Mrs. T. G. Norris, and the guest prize to Mrs. Baldwin.

The guest list included Mrs. M. L. Baldwin, Mrs. O. A. Hesla, Mrs. T. G. Norris, Miss Olive Fisher, Mrs. C. H. Hinderer, Mrs. Inez McDowell, Mrs. E. A. Kastner, Mrs. A. H. Favour, Mrs. C. T. Joslin, and Mrs. Charles Miller of Phoenix.

GIVE LUNCHEON IN HONOR OF COAST VISITOR

Mrs. Harry T. Southworth entertained at luncheon on Wednesday, February 18, at the Yavapai club, in honor of Miss Mary Batton, who has been attending Pomona college.

The color scheme of lavender and white were very daintily carried out with a centerpiece of Scotch heather and frites, and tiny lavender and white candy baskets marked each place. The honored guest's gift was a beautiful bunch of violets.

MRS. T. C. NOLAN GIVES BRIDGE LUNCHEON

On Monday, February 16, Mrs. T. C. Nolan gave a charmingly appointed luncheon at the Yavapai

PRESCOTT LOSES ANOTHER OLD RESIDENT

(From Tuesday's Daily.)

Several telegrams were received in Prescott on Sunday bringing the sad news of the death of Joe S. Calles, which occurred at San Francisco on Saturday afternoon last. It is presumed cancer of the stomach was the affliction, as he suffered from it in this city before leaving for the coast, about two years ago.

Mr. Calles had made Prescott his home for nearly 30 years, conducting a harness and saddlery shop, and prospering.

Selling out his business he returned to San Jose, California, his boyhood home, in the hope that a change of climate would prove beneficial, but which improved him temporarily, when a short time ago he was removed to a San Francisco hospital, where an operation was to be performed, when the end came. He was frugal in habits and industrious in his trade, in all being a good citizen and a genial man.

He is survived by a widow and a son, J. Arthur Calles. He was aged about 62 years, a native of California and a member of the Elks lodge of Prescott. His funeral takes place today in San Francisco under auspices of the Elks lodge.

Give the Journal-Miner job department your order for all kinds of printed stationery—calling cards, business cards, letterheads, envelopes.

club in honor of Mrs. Maud B. Baldwin of Los Angeles. Covers were laid for twelve, and cards were enjoyed during the afternoon. Mrs. R. B. Dier, Mrs. J. W. Flinn, Mrs. C. H. Hinderer, Mrs. Fen Hildreth, Mrs. Inez McDowell, Mrs. E. A. Kastner, Mrs. Ralph Fisher, Mrs. R. J. Roper, Mrs. C. W. Deming and Mrs. George Ruffner.

FORMAL DINNER DANCE AT THE YAVAPAI CLUB

There will be a birthday party at the Yavapai club on Monday evening, February 23—a George Washington Birthday party. Of course everyone wants to go to the theater, but there will be plenty of time to have dinner at seven, enjoy the grand opera, and finish the evening at the dance. There will be novelties and prizes—and loads of fun. Remember, dinner from 7 to 9, and dancing until 1.



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	WINTER LARGE	WINTER MEDIUM	WINTER SMALL	WINTER EXTRA SMALL	WINTER EXTRA EXTRA SMALL
Heavy Furred	20.00 to 15.00	14.00 to 12.00	10.00 to 8.00	7.00 to 5.00	7.00 to 3.50
Ordinary	15.00 to 12.00	10.00 to 8.00	7.00 to 5.00	4.00 to 3.00	4.00 to 2.00

	WINTER LARGE	WINTER MEDIUM	WINTER SMALL	WINTER EXTRA SMALL	WINTER EXTRA EXTRA SMALL
Cased	8.00 to 7.00	6.00 to 5.00	4.50 to 3.50	3.00 to 2.50	3.00 to 1.50

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